

**Listing of Claims/Amendments to the Claims:**

The list of claims that follows will replace all prior versions in the application.

1. (Previously Presented) An air-suspension system for a vehicle, comprising a compressed-air accumulator, a compressed-air delivery device, at least one air-suspension bellows and an electrically activatable changeover-valve device, said electrically activatable changeover-valve device being switchable to (i) a first valve position to increase air quantity in said at least one air-suspension bellows by placing compressed-air accumulator in communication with a suction port of said compressed-air delivery device and an outlet port of said compressed-air delivery device in communication with said at least one compressed-air bellows, and (ii) a second valve position to decrease air quantity in said at least one air-suspension bellows by placing said at least one air-suspension bellows in communication with said suction port of said compressed-air delivery device and said outlet port of said compressed-air delivery device in communication with said compressed-air accumulator, said changeover-valve device being piloted with compressed air of said air-suspension system.

2. (Currently Amended) An air-suspension system for a vehicle, comprising a compressed-air accumulator, a compressed-air delivery device, at least one air-suspension bellows and an electrically activatable changeover-valve device including a pilot valve and a changeover valve. said electrically activatable changeover-valve device being switchable to (i) a first valve position to increase air quantity in said at least one air-suspension bellows by placing compressed-air accumulator in communication with a suction port of said compressed-air delivery device and an outlet port of said compressed-air delivery device in communication with said at least one compressed-air bellows, and (ii) a second valve position to decrease air quantity in said at least one air-suspension bellows by placing said at least one air-suspension bellows in

communication with said suction port of said compressed-air delivery device and said outlet port of said compressed-air delivery device in communication with said compressed-air accumulator, said changeover-valve device being piloted with compressed air of said air-suspension system~~The air-suspension system according to claim 1, wherein said changeover valve device includes a pilot valve and a changeover valve.~~

3. (Previously Presented) The air-suspension system according to claim 2, wherein said changeover valve is a 4/2-way valve that is actuatable by compressed air.

4. (Previously Presented) The air-suspension system according to claim 2, wherein said pilot valve is an electrically actuatable 3/2-way valve.

5. (Previously Presented) The air-suspension system according to claim 2, wherein said changeover valve includes two 3/2-way valves that are both actuatable by said pilot valve by means of compressed air.

6. (Previously Presented) The air-suspension system according to claim 1, wherein said changeover-valve device includes at least one electromagnet.

7. (Previously Presented) The air-suspension system according to claim 1, wherein pilot pressure for said changeover-valve device is drawn from an outlet side of said compressed-air delivery device.

8. (Previously Presented) The air-suspension system according to claim 1, wherein pilot pressure is discharged to atmosphere when said changeover-valve device is switched between said first and second valve positions.

9. (Currently Amended) An air-suspension system for a vehicle, comprising a compressed-air accumulator, a compressed-air delivery device, at least one air-suspension

bellows and an electrically activatable changeover-valve device, said electrically activatable changeover-valve device being switchable to (i) a first valve position to increase air quantity in said at least one air-suspension bellows by placing compressed-air accumulator in communication with a suction port of said compressed-air delivery device and an outlet port of said compressed-air delivery device in communication with said at least one compressed-air bellows, and (ii) a second valve position to decrease air quantity in said at least one air-suspension bellows by placing said at least one air-suspension bellows in communication with said suction port of said compressed-air delivery device and said outlet port of said compressed-air delivery device in communication with said compressed-air accumulator, said changeover-valve device being piloted with compressed air of said air-suspension system~~The air-suspension system according to claim 1, said air-suspension system~~ further comprising a check valve (52) for bypassing said compressed-air delivery device, said check valve being connected to ports of said changeover-valve device in communication with said compressed-air delivery device.